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No. 15,625. 號五十二百六千五萬一第 日九十月四年四十三緒光 HONGKONG, MONDAY, MAY 18th, 1908. 一拜禮 號八十月五年八零百九千一英港香 PRICE, \$3 PER MONTH

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LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MAY 18th, 1908.

CHAM WAI-PO, the chief man of the "Self-Government Society" of Canton, and guiding spirit of the boycott against the Japanese, left Hongkong last week with his trained staff of agitators. His destination was Annam. It is conceivable that there is something more than mere coincidence in this choice of place for "strengthening the movement against the Japanese." Our readers will have noted two or three references within recent days to events that are taking place in Annam and about the Yunnan border, and there is at least ground for suspecting that the curiously styled "Self-government Society" of Canton is in strong sympathy with the anti-monarchists of Yunnan, who are reported to have massed on the frontier to the number of four or five thousand, bearing arms of the latest pattern. These rebels have been finding Annam a convenient sort of sanctuary. The chairman of the "Self-Government Society" of Canton, is on his way to Annam. Certainly that is a coincidence, lending colour to our recent allegation (the truth of which is generally admitted now) that the boycott is at bottom an anti-dynastic movement. If CHAM WAI-PO is a rebel, it is to be hoped that the French authorities will intercept him before he can join the others and cause more mischief. In any case they will not be likely to approve of such propaganda adding to the ferment already observable in Annam. The raiders on the Yunnan border have openly declared themselves to be the soldiers of SUN YAT-SEN, a gentleman whom the Chinese Government would very much like to catch. The Viceroy of the Yun-

Kwei provinces reports that they (the insurgents) appear to be well provided with funds, a commissariat, and excellent arms and ammunition. They have already captured some Government forts and many Government rifles, and the Viceroy has asked that his neighbours be instructed to send reinforcements, otherwise he cannot hold Yunnan for the Empire! The Governor of Kwangsi was thereupon ordered to send troops with all possible speed. There is also a story of a protest from the Waiwupu to the French Government, complaining that Annam is being allowed to be used as a rebel base. It is quite certain that the French do not want that sort of thing going on, and possibly they have been as much surprised as the Yunnan Viceroy was. Unfortunately, their regular forces have been seriously reduced in that part of the world, and they are not in a position to sweep up the country or to adequately guard their frontier from being violated as it seems to have been. They ought to be able to intercept the Cantonese visitors and keep them out of mischief. The N.C. Daily News suspects that the trouble is being greatly exaggerated, "for the sake of the kudos that will be attainable at the end of the campaign," and so far as the tales of furious fighting go, we have no doubt that it is all bunkum. But there is another cause of exaggeration, panic, and panic may, like smoke of fire, be taken as an indication of the existence of something out of order. These rascals are moving about and demonstrating, and though there is no chance of their achieving anything big, they cause worry and loss all round.

The English Mail of the 18th April was delivered in London on the 15th instant.

At noon on Saturday, seventeen more plague cases had been notified, making 270 to date.

The appointments of Sir Henry Berkeley and Mr. H. W. Slade to the Legislative Council are announced in the Gazette.

It is notified that information has been received from the Secretary to the Government of Burma to the effect that Hongkong has been declared an infected port.

The Gazette contains a copy of the despatch from the Secretary of State, to H.E. the Governor informing him that His Majesty had been pleased to entrust to his care, as one of the Principal Secretaries of State, the Seal of the Colonial Department.

Instructions have been issued by the Ministry of Finance to Viceroy and Governors throughout the Empire that they may introduce whatever reforms they may please in their provinces, but with the proviso that no foreign loans shall be contracted to bring about the reforms in question.

His Excellency the Governor has been pleased to appoint, under Section 3 of the Vaccination Ordinance, 1890, (Ordinance No. 2 of 1890), the following gentlemen (who are Chinese doctors at the Tung Wo Hospital) to be Public Vaccinators:—Ng Wai-nam, Lui Pek-shi, Li Heung-peng and Chan Yau-tong.

With reference to Government Notification No. 307 of the 31st May, 1907, His Excellency the Governor has been pleased to appoint Mr. Brydell to be second assistant Marine Surveyor vice Mr. Fletcher resigned, with effect from the 14th instant, during the absence on leave of Mr. James Macdonald, Government Marine Surveyor.

Japanese papers report that Messrs. Simon, Evers and Co's Kobe godowns have been legally attached by the Deutsch-Asiatische Bank and that the firm's property in Yokohama seized by the same creditor, on the 30th ultimo. The Hongkong and Shanghai Bank, the Yokohama Specie Bank and other foreign banking institutions are concerned in the matter. It is reported that several other foreign firms both in Yokohama and Kobe are now experiencing considerable difficulties.

H.E. the Governor-in-Council has, under Section 90 of the Public Health and Buildings Ordinance, 1903, (Ordinance No. 1 of 1903), selected and appointed Cheung Chan Cemetery situated on the Western side of Cheung Chau Island and about half a mile to the South-West of the village of Cheung Chau and containing about 5.19 acres as a cemetery or burial ground for Chinese, and it shall from this date (18th May), until further notice be deemed to be an authorized cemetery.

Rule 12 of the Rules and Regulations made by the Governor-in-Council on the 15th day of March, 1906, under the provisions of Section 6 of the Dangerous Goods Ordinance, No. 1 of 1873, is hereby deleted and the following rule, numbered 12, is substituted therefor:—"While naphtha or any case oil flashing under 73 deg. F. is being landed on any wharf, or being transhipped, there shall be no fires or lights (except the electric light), nor any smoking on any wharf, vessel, lighter or boat, carrying more than 50 gallons of such case oil, or in the immediate vicinity of the wharf, or at or near the place where such case oil is being landed. No persons engaged in such landing or transhipping shall carry matches or any appliances whatever for producing ignition. But this regulation shall not be deemed to prohibit engine-room fires, properly banked up, or galley fires, nor engine-room fires necessary to get up steam in case of stress of weather, nor the use of steam to discharge the cargo.

The Year celebrates the anniversary of his birthday to-day.

Madame Wu Ting Fang, wife of the Chinese Minister to the United States, and sister of the Hon. Dr. Ho Kai, C.M.G., left by the "Asia" on Saturday for the United States.

At the Magistrate on Saturday—17 women and three men—were charged with stowing away on board the "Shinohiko Maru" which reached Hongkong on Friday night from Japan. Detective Sergeant Wilden found the stowaways hiding beneath the keelson and the lower hold. The men were fined \$50 each and the women \$50 each, while three of the Chinese crew were also fined \$25 each for aiding and abetting.

A pony, formerly used for racing purposes, provided some excitement down Wanchai way on Friday by bolting. It was attached to a gherry in which were seated several Chinese ladies and gentlemen and, becoming frightened when a box of matches exploded in the hand of the mafao as he was attempting to light a cigarette, dashed off at a great rate and after many narrow escapes had been run—it was pulled up by Mr. Shand on the Praya.

It is reported by Colonel Takahama, a staff officer of the Port Arthur garrison, who arrived at Moji on April 27 on his way to Tokyo, that 6,000 Japanese are now living in the town. Much improvement has been made as to buildings, etc. Houses may now be built without reference to the headquarters of the fortress though such work has hitherto been prohibited. The operation of floating the ships which were sunk during the war will be begun in May and is expected to be finished before the end of this year.

An extraordinary series of suicides took place in the Tientsin Native City on Sunday evening and Monday morning, May 2 and 3. The owner of a cash shop named Yien Yuen-ching, who is an official with Taotai's rank, his son and their families killed themselves. The father and son purchased poison and giving it to their wives and children instructed them to take it. They then left their houses and met at a restaurant where they ordered a special dinner, afterwards going to a theatre. After a long evening's amusement the men went to the river bank, the father taking a sampan on the Hotung side, and the son going to the west side. They met in midstream and sprang overboard. Both sank at once. The cause of the suicides was financial difficulties. The father is said to be largely in the debt of a local foreign bank. The cash shop was besieged on Monday and Tuesday by creditors, and extraordinary scenes were witnessed. The creditors of the dead man bank their heads against the doors and shutters of the shop, some attempting to break in. The yamen has taken over the property and will pay what debts are possible. Both men were widely respected. They had homes in Peking and did a large business there.—"P. and T. Times."

The English Mail of the 18th April was delivered in London on the 15th instant.

At noon on Saturday, seventeen more plague cases had been notified, making 270 to date.

The appointments of Sir Henry Berkeley and Mr. H. W. Slade to the Legislative Council are announced in the Gazette.

It is notified that information has been received from the Secretary to the Government of Burma to the effect that Hongkong has been declared an infected port.

The Gazette contains a copy of the despatch from the Secretary of State, to H.E. the Governor informing him that His Majesty had been pleased to entrust to his care, as one of the Principal Secretaries of State, the Seal of the Colonial Department.

Instructions have been issued by the Ministry of Finance to Viceroy and Governors throughout the Empire that they may introduce whatever reforms they may please in their provinces, but with the proviso that no foreign loans shall be contracted to bring about the reforms in question.

His Excellency the Governor has been pleased to appoint, under Section 3 of the Vaccination Ordinance, 1890, (Ordinance No. 2 of 1890), the following gentlemen (who are Chinese doctors at the Tung Wo Hospital) to be Public Vaccinators:—Ng Wai-nam, Lui Pek-shi, Li Heung-peng and Chan Yau-tong.

With reference to Government Notification No. 307 of the 31st May, 1907, His Excellency the Governor has been pleased to appoint Mr. Brydell to be second assistant Marine Surveyor vice Mr. Fletcher resigned, with effect from the 14th instant, during the absence on leave of Mr. James Macdonald, Government Marine Surveyor.

Japanese papers report that Messrs. Simon, Evers and Co's Kobe godowns have been legally attached by the Deutsch-Asiatische Bank and that the firm's property in Yokohama seized by the same creditor, on the 30th ultimo. The Hongkong and Shanghai Bank, the Yokohama Specie Bank and other foreign banking institutions are concerned in the matter. It is reported that several other foreign firms both in Yokohama and Kobe are now experiencing considerable difficulties.

H.E. the Governor-in-Council has, under Section 90 of the Public Health and Buildings Ordinance, 1903, (Ordinance No. 1 of 1903), selected and appointed Cheung Chan Cemetery situated on the Western side of Cheung Chau Island and about half a mile to the South-West of the village of Cheung Chau and containing about 5.19 acres as a cemetery or burial ground for Chinese, and it shall from this date (18th May), until further notice be deemed to be an authorized cemetery.

Rule 12 of the Rules and Regulations made by the Governor-in-Council on the 15th day of March, 1906, under the provisions of Section 6 of the Dangerous Goods Ordinance, No. 1 of 1873, is hereby deleted and the following rule, numbered 12, is substituted therefor:—"While naphtha or any case oil flashing under 73 deg. F. is being landed on any wharf, or being transhipped, there shall be no fires or lights (except the electric light), nor any smoking on any wharf, vessel, lighter or boat, carrying more than 50 gallons of such case oil, or in the immediate vicinity of the wharf, or at or near the place where such case oil is being landed. No persons engaged in such landing or transhipping shall carry matches or any appliances whatever for producing ignition. But this regulation shall not be deemed to prohibit engine-room fires, properly banked up, or galley fires, nor engine-room fires necessary to get up steam in case of stress of weather, nor the use of steam to discharge the cargo.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE].

## THE TURF.

LONDON, May 17th.

Kempton Park Jubilee Handicap—one mile and two furlongs—was run yesterday and resulted.

Hayden	...	1
All Black	...	2
Melua	...	3

## HOPGROWERS' DEMANDS.

LONDON, May 17th.

Thirty thousand hop growers [? pickers] assembled at Trafalgar Square and passed a resolution demanding an import duty on all foreign hops.

[AMSTERDAM SERVICE.]

## THE MOROCCO ENVOYS IN GERMANY.

LONDON, May 14th.

The Envoys of Mulai Hafid have been received by the Foreign Office in Berlin. The Envoys urged that as Mulai Hafid was now master of the country, Germany should take steps to secure the withdrawal of the French troops. They were informed that it was impossible to enter into official relations with them, but the Government would consider their request.

## OPENING OF THE FRANCO-BRITISH EXHIBITION.

LONDON, May 14th.

The Prince and Princess of Wales opened the Franco-British Exhibition at Shepherd's Bush. The ceremony was marred by a persistent downpour of rain.

LATER.

M. Cruppi and M. Ruan, the French Ministers, attended a banquet given by the Chamber of Commerce in the evening. M. Ruan said he hoped the exhibition would further develop the entente.

## THE GERMAN COLONIAL MINISTER.

LONDON, May 14th.

Herr Dernburg, the German Minister, passing through London en route to South Africa, to study British Colonial Institutions, met with a most cordial reception.

## THE BANKERS ASSOCIATION.

LONDON, May 14th.

Major Seely, Under Secretary of State for the Colonies, attended the dinner of the Bankers Association.

## THE INDIAN FRONTIER TROUBLES.

LONDON, May 15th.

Lord Lansdale was asked in the House of Lords, whether the Amir had replied to the representations of the Government of India in reference to the participation of Afghans in the frontier outbreak and whether any explanation had been given of the hostile demonstration at the Kaiber Pass. Lord Lansdale replied that the Amir had given satisfactory assurances of his efforts to dissuade Afghans from joining the tribesmen, but it was contrary to the public interests to enter into details of the correspondence.

## THE REDUCTION OF ARMAMENTS.

LONDON, May 16th.

Sir Edward Grey speaking at a dinner of the Iron and Steel Institute, said one nation was helpless in trying to reduce armaments without others co-operating. The Government realized the importance of maintaining armaments, especially the naval armament. In conclusion Sir Edward Grey said that if our naval position falls to such a point that we are unable to cope with any probable combination brought against the navy, not merely our prosperity but our very independence and integrity will be at stake.

"The Law of Private Trading Partnership," by James Walter Smith, LL.D., belongs to the series of legal handy books published by E. & J. B. Wilson, of 44 Threpannell Street, London. It is written so that the unprofessional layman can understand it and as it embodies the most recent legislation on the subject, it is easy to appreciate its value.

If Allan Roth intended to point a moral with his fascinating romance (which he calls a novel) we dare not guess what it was. The effect upon us of reading "Legions of the Dawn" (London: T. Fisher Unwin) is to reaffirm our prejudice against women's suffrage, and certainly against any theory of the equality of the sexes. This scurrilous story, which is by no means far-fetched, shows us the same in changed places—the African Republic of Sah is a gynarchy, ruled, administered, and defended by women, who are also the breadwinners. The males become "gentles," and are idle in everything but being children. We defy anybody to read this story without laughing.

## DEPARTURE OF THE GOVERNOR OF MACAO.

THE ADDRESS PRESENTED TO HIS EXCELLENCY.

The following is a translation of the Address presented to H.E. Senhor Pedro de Assedeo Coutinho, Governor of the Colony of Macao:—

"When the Leal Senado imagined that various problems affecting the prosperity of this Colony were rapidly approaching solution; when it was thought that progress was shortly to be made with the work of sanitation in the Chinese district; when the Senado was convinced that the harbour works in connection with the projected railway to Canton would soon be undertaken; and the construction of the gas and other necessary works would be accomplished; when it was hoped that with the beginning of the next school year the higher class schools would be so improved as to meet the special needs of the Colony; when it was known that a careful revision of the new regulations in regard to industrial taxes and fees with a view to benefiting commerce and industry was almost completed;—when the entire community entertained hopes of seeing all these undertakings accomplished by your Excellency, making fresh and rich blood to course through the arteries of the Colony, giving it life, energy, prosperity and joy; when we had already begun to dream of a future so full of happiness for this Colony, a future which would demonstrate to the Far East that the Portuguese of to-day have not lost that knowledge of colonisation of which their ancestors gave proof; when the inhabitants of Macao are just basking in a greater future;—alas! the news that you are relinquishing the post spreads with regret over the town."

"The disappointment suffered by the whole Colony could not be greater!"

"The regret felt by all could not be deeper!"

"The Leal Senado who knew so well of your Excellency's superhuman efforts, during the year of your governorship, for the realization of all these projects on which the fate of Macao depends, and to which your Excellency has devoted the best of your intelligence, persevering with pure love in this holy crusade for the betterment of Macao, cannot but most deeply regret your sudden retirement."

"But the Leal Senado cannot forget and will remember with sincere gratitude your arduous study of these problems and your persevering work towards the realization of the bright dream of a prosperous Macao."

"Fate has not permitted your Excellency to see the accomplishment of this beautiful ideal, but we shall ever remember the example of your governorship as a model, the most complete, of honesty, honour, and devoted love of work and justice, which all governing and governed alike—may profitably study."

"The Leal Senado and the people of Macao, fulfilling their duty in this most simple but impressive manner, do hereby signify their sincere gratitude to your Excellency for your devoted application to the problem of enhancing the prosperity and happiness of the Colony."

"With deep gratitude from the people of Macao—as sincere and enduring as ever were the sentiments of the inhabitants of the City of the Holy Name of God of Macao—There is no other more loyal."

His Excellency and family left Hongkong on Saturday by the steamer "Asia," proceeding home via America.

## HARBOURS OF REFUGE.

Regulations made by the Governor-in-Council under Section 25 (4) of the Merchant Shipping Ordinance, 1890, (Ordinance No. 10 of 1890), for the control of vessels in the Harbours of Refuge in Causeway Bay and elsewhere in the Waters of the Colony, dated 11th May, 1908, are published. They are:

1. The Harbours of Refuge are for the purpose of affording shelter to small craft during bad weather, and shall not be used at any other time without the special permission in writing of the Harbour Master.
2. No vessel, so long as any space remains vacant in a Harbour of Refuge, shall anchor, secure, or lie in such a position as may obstruct the free access of other vessels to such vacant space.
3. Nothing in these Regulations shall prevent any vessel using any recognised pier or landing place, within the limits of a Harbour of Refuge, for the purpose of landing or embarking cargo or passengers, so long as such vessel shall not remain within such limits longer than is absolutely necessary for such landing or embarking.
4. Any breach of these Regulations shall be punishable, on summary conviction, by a penalty not exceeding \$100 or by imprisonment, with or without hard labour, for a period not exceeding three months.

## LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kagoshima Maru* (Bombay Line) left Moji for this port on the 16th inst. and is expected here on the 21st inst.

The N.Y.K. str. *Wakana Maru* (European Line) left Singapore for this port on the 16th inst. and is expected here on the 21st inst.

The C.P.E. str. *Empress of India* left Vancouver on Wednesday, the 13th inst. a.m. for Hongkong via the usual ports of call.

The E. & A. str. *Albatross* left Sydney on 14th inst. for this port (via Queensland Ports & Manila).

The Boston str. *Shawmut* left Moji on 15th inst. afternoon, and is due at Manila on 21st inst.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Grème Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## PEAK TRAMWAYS COMPANY.

The annual general meeting of the shareholders in the above company was held on Saturday at the registered offices, Alexandra Buildings. Mr. H. Humphreys presided and there were also present Sir Paul Chater, Dr. Noble, Messrs G. C. Moxon, J. A. Japp, C. S. Gubby (directors), F. E. Ellis, J. M. Wong, C. B. Buyers, and Dr. Clark.

The notice convening the meeting having been read,

The CHAIRMAN said—Gentlemen, owing to a clerical error in the original report issued, the corrected report now before you has only been in your hands since yesterday. Unless, however, any shareholder wishes me to read the report and statement of accounts, I shall follow the usual course and take them as read. During the period under review the whole of the 50,000 new shares in the Company have been duly allotted and a flat call of \$1.00 per share has been paid up on same. As actual construction work on the new line has not yet commenced it has not been found necessary to make any further call on shareholders; consequently your directors are enabled to pay you a dividend at the rate of eight per cent per annum, but after work has started and during the process of building further capital will be called up, and shareholders must expect to receive smaller dividends. The profit and loss account differs in two respects from any that have hitherto been placed before you. The balance carried forward has been omitted and an allowance made for outstanding season tickets. Both these changes (which are purely of a bookkeeping nature) have been carried out upon the suggestion of the Company's auditors. The provision for outstanding season tickets however reduces the profits by \$3,886.80. A comparison of the present balance sheet with the previous one is difficult for the reason that the former is for twelve months, and the latter for eighteen months and 13 days, but I am pleased to be able to inform you that traffic receipts for the financial year just closed show an increase of \$7,145.30 as compared with the previous twelve months. As there is only a corresponding increase in running and other expenses of \$1,103.47 the net gain on the year amounts to \$6,041.83 a result which, I think, you will consider satisfactory. Your General Managers and Directors are not yet able to state definitely when work on the new line will commence. Negotiations have been going on during the whole year with the Government and a complete survey of the proposed line has been made. Many difficulties arose in connection with these negotiations but most of them have now been surmounted and we think that before many months are over we shall know exactly how we stand. Before moving the adoption of the report and statement of accounts I shall be pleased to answer any questions.

There being no questions,

The report was adopted on the motion of the CHAIRMAN, seconded by Mr. ELLIS.

The CHAIRMAN proposed and Mr. BUYERS seconded the re-election of Sir Paul Chater, Hon. Mr. H. Keirick, Dr. J. W. Noble, Mr. G. C. Moxon and Mr. C. S. Gubby as directors. Carried.

Messrs. W. H. Potts and A. R. Lowe were re-elected auditors on the motion of Mr. CHAIRMAN, seconded by Mr. WONG.

The CHAIRMAN—That is all the business of the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be posted this afternoon.

## THE KOREAN NATIVE PRESS.

"The Seoul Press" gives the following translation of some passages of the article in the 18th edition of "The Korea Daily News" that led to its suspension by the Korean Government under the new Korean Press Regulations:—

"When a country has lost its sovereignty, its people are no longer human beings; they belong to the category of cattle and horses. The country itself is no better than a hell. You may have ears and eyes, yet you are as the dead and blind and fit for no good purpose. You may have hands and feet, yet you are as criminals confined in a prison. Try to get out of your gate and a passport is demanded of you."

"When you want to sell a handful of salt, you have to pay a tax. A few persons cannot together to hold friendly converse without feeling the touch of the policemen's batons. You apply for the lease of a small piece of land for reclamation, and a foreigner comes and snatches it away from you. You cannot even buy a copy of a newspaper without being subjected to incessant intimidation by the devil. Each day adds to your misery, and day after day you are being tortured by three and four days by three and four portions; and five and six days by five and six portions. Time that is endless thus only aggravates our ills without cessation, while the endless expanse of space only serves as a cage of torture for us." Then again—

"Ah! Koreans, your downward course will hereafter be accelerated, while outside pressure will bear upon you with ever-increasing force. Nameless disasters, calamities, woes, sorrows, anguish and all the tragedies enacted in Mexico, Siberia and in all the other parts of the world will be visited upon this peninsula, and there will be an end of this great mass of Tartar's descendants." A little further on we read:—

"Are the Koreans then to submit to all sufferings as if they did not feel them, to be willingly slain with swords or boiled to death in cauldrons, or to be entirely indifferent, however monstrous a treaty may be proposed, whatever bad laws may be put into force, whatever the country and nation may be? No, no! In writing as we have done, our intention is not to counsel the Koreans to keep cool and still. What we want to emphasize is that the result of waking up to pain when pain does come and forgetting it the moment it leaves is only to plunge deeper into the pitfall of pain." The article concludes with a strong appeal to the Koreans to be constant in their sorrow and indignation, to nurse always the same sort of feelings that agitated them on the occasion of the conclusion of the Treaty of November 17, 1905, and the Agreement of July 24, 1907, to dream perpetually of independence and to cry out for liberty, to follow in the footsteps of Kim Yoon-sik, and to get acquainted with the ideals held up by Washington and Mazzini.











## NOTICES TO CONSIGNEES

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI, SHANGHAI  
AND MANILA.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for counter-  
signature and to take immediate delivery of  
their Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us  
in any case whatever.

DODWELL & CO., LIMITED,  
Agents,  
Hongkong, 11th May, 1908.

## HAMBURG-AMERICA LINE.

## NOTICE TO CONSIGNEES.

THE H.A.L. Steamship  
"SCANDIA"

Capt. von Dohren, having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature by the  
Undersigned and to take immediate delivery of  
their Goods from alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before To-day.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims remaining  
undelivered after the 18th inst., will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,  
Hongkong Office,  
Hongkong, 11th May, 1908.

SS. "ERNEST-SIMONS".

COMPAGNIES DES MESSAGERIES  
MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex  
"Dordogne" from Havre ex "Villie  
de Lorient" in connection with the above  
Steamer are hereby informed that their  
Goods, with the exception of Opium,  
Peas, and Valuables, are being  
landed and stored at their risks into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and  
Godown Co., Ltd., at Kowloon, whence delivery  
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, To-day, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
Monday, the 18th May, at Noon, will  
be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 18th May, or they will not be recognised.

All damaged packages will be examined on  
Monday, the 18th May, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,  
Acting Agent,  
Hongkong, 11th May, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"OCEANA"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. Britannia  
and Sunda.  
From Calcutta, ex s.s. Nyanya.  
From Persian Gulf ex s.s. I. S. N. and  
B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless  
instructions are given to the contrary within  
6 hours.

Goods not cleared by the 19th inst., at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignees, and  
the Company's representatives at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the goods have  
left the Godowns.

F. J. ABBOTT,  
Acting Superintendent,  
Hongkong, 18th May, 1908.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,  
ADEN, BOMBAY, COLOMBO,  
PENANG AND SINGAPORE.

THE Company's Steamship

"TRIESTE"

having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed  
at their risks into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Ltd., whence  
delivery may be obtained.

Optional Cargo will be discharged here unless  
notice to the contrary be given immediately.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent to the Office of the Undersigned before  
Noon on the 22nd inst., or they will not be  
recognised.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the  
22nd inst., will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIEBER & CO.,  
Agents,  
Hongkong, 15th May, 1908.

## INSURANCES

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents,  
Hongkong, 21st April, 1897.

NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905  
£17,367,115.

I. AUTHORIZED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... £2,750,000  
PAID-UP CAPITAL... £87,500 0  
II. FUND FUNDS... £3,836,720 19 6

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, 27th April, 1907.

THE GLORUS INSURANCE COMPANY  
OF HAMBURG.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

CARLOWITZ & Co.,  
Hongkong, 18th August 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,  
have now 40,000 Cubic Feet of Cold  
Storage available at East Point. Storages  
will be open at 10 A.M. and 4 P.M. daily, Sunday  
excepted, to receive and deliver perishable goods.

G. K. HATTON, Manager,  
Hongkong 1st April, 1908.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
YAGASAKI.

CODE WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 723 feet.  
Length on Blocks... 714 "  
Width of Entrance on Top... 884 "  
Width of Entrance on Bottom... 884 "  
Water on Blocks at Spring Tide 34 "

DOCK No. 1.

Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 884 "  
Width of Entrance on Bottom... 884 "  
Water on Blocks at Spring Tide 84 "

DOCK No. 2.

Extreme Length... 371 feet.  
Length on Blocks... 361 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 66 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000  
TONS.

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS, and also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIAL is  
always kept on hand.

The COMPANY has the powerful steamer  
"OHA-MARU" (712 tons, 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
for service.

THORNE'S  
OLD VAT

PER CASE

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GLENDALE AND HAS BEEN SUCCESSFUL SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

As Supplied to the House of Commons.

CLEANSE YOUR BLOOD  
WITH GRIMAUD & CO'S  
SARSAPARILLA

The original sar-  
saparilla, recom-  
mended for the  
last 40 years for  
lymphatic diseases,  
eruptions, boils,  
and all disorders  
of the skin.

GRIMAUD & CO.  
Paris

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, 27th April, 1907.

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SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, 27th April, 1907.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

## SCIENTIFIC MISCELLANY.

TIME DISTRIBUTION BY GAS-MAINS—FOLLOW-  
ING UP THE MISSING LINK—LOFTY QUICK-  
SILVER COLUMNS—ENGLAND'S VOLCANIC  
FIRES—MODERN MOTORS—PAPER MATERIAL  
—A NEW ENGINEERING FEAT—MOONLIGHT  
MEASURES—MACHINERY BELTS OF STEEL.

The urgent need of greater accuracy in the  
indications of the average clock gives importance  
to the suggestion of J. Jorgensen, a Londoner,  
that both public and private clocks can be  
synchronised at slight expense through either  
the gas or electric mains of the town. The  
gasworks, for instance, may have the regulator  
clock, which is connected to the gas-main by a  
simple attachment that has been invented. A  
simple mechanism is attached to each clock  
entered in the system, and is connected by a  
small tube to the nearest gas pipe. At any  
convenient time of day or night, a  
lever at the regulating station is pulled  
for a fraction of a second. This slightly  
reduces the pressure in the mains, and  
causes every connected clock throughout the  
town to be set at precisely the same time.  
With electric mains and connections, the clocks  
are similarly set at uniform time once daily by  
breaking the circuit or reducing voltage.

The famous ap-man, Pithecanthropus erectus,  
was found about sixteen years ago, by Dr.  
Eugene Dubois, in the gravel beds of the Ben-  
gawan River, near Trinil, in Java. The recent  
explorations in the same locality by Dr. J.  
E. H. B. Smith, the German geologist, seem to in-  
dicate that Java had still earlier inhabitants,  
who built fires, cooked deer, pigs, and ancient  
buffaloes and elephants, and had pottery and  
stone arrowheads. These people, whose bones  
are not reported among the remains found, are  
supposed to have lived 20,000 years ago.

Some tall mercury columns are used in mea-  
suring great pressures, one in a well at Batta-  
aux-Celles, France, is 1650 feet high, and  
records up to 650 atmospheres; one at St.  
Etienne, in a mine, is 1330 feet, recording 530  
atmospheres; and that of Eiffel tower is 1600  
feet, recording 410 atmospheres. England's high-  
est, at the Lynton and Collyer, Manchester, is  
175 feet.

A burning cliff which recently aroused fears  
of a volcanic eruption at Lyme Regis, England,  
has called renewed attention to a kind of earth  
fire, not connected with volcanoes, of which a  
few earlier examples have been known. The  
phenomenon was observed nearly twenty years  
ago in another cliff of shale about three miles  
from the same spot, and still over the  
smouldering fires in a cliff of dark blue clay on  
the eastern side of Weymouth Bay attracted  
much attention. The primary cause of such  
outbursts seem to be the oxidation of iron  
pyrites, which is often abundant in shales  
and dark clays. The heat generated  
may become sufficient to set fire to  
some of the sulphur oil, yielding smoke  
and sulphurous fumes, and the bitumen  
of some shales may add other inflamm-  
able material. A British geologist sug-  
gests that spontaneous combustion in the  
latest case has been directly due to the effect  
on the decomposing pyrites of extreme  
atmospheric changes, the heavy rains that have  
followed a fairly hot summer, or possibly to the  
action of the sea.

Comparing the reciprocating steam-engine  
with the new power generators—especially with  
the Parsons turbine and gas explosion-motors,  
which are its only real competitors—A.  
Berthier, a leading French engineer, finds  
little to choose from the standpoint of cost and  
safety. The motor using gas from poor  
fuel or refuse, though inferior in some respects  
is very satisfactory in requiring only a gas  
generator, with a pipe system of low pressure  
and low temperature, and no auxiliary apparatus.  
The steam-turbine, with reduced friction and  
absence of alternating motion and delicate  
mechanism, is doubtless less exposed to deterior-  
ation; but, like a piston-motor, it requires  
boilers, high-pressure piping, and auxiliary  
apparatus—superheaters, condenser, economiz-  
ers, etc.—increasing repairs, and accident risk.

Alla grass, of which 100,000 tons yearly are  
already exported from Algeria, is used in France  
for coarse wrapping paper but in England for  
printing paper. Also from North Africa,  
seven or eight times as expensive, furnish  
material for high-grade papers.

On bridges and other structures of iron or  
steel, it often happens that some one of several  
parts in tension does not support its share of  
the load, and instead of the usual expensive and  
troublesome plan of taking down the parts and  
forging them in a blacksmith shop, H. S. Kump,  
a German engineer, proposes making the  
adjustments in length with the structure intact.  
His plan is to use thermite for heating the part  
in place. This material, a mixture of iron oxide  
and aluminium, is readily ignited, and it burns  
with intense heat—which may reach 5,000 deg.  
F.—through the affinity of the aluminium for  
the oxygen of the iron oxide. Clamps are  
fastened to the steel part on each side of the  
spot to be heated. These clamps are connected  
by bolts, and when the right temperature is  
reached turning the nuts shortens the steel  
permanently to the extent desired. The opera-  
tion, requiring but a few minutes, does not  
interfere with traffic.

A novel means of measuring moonlight is  
furnished by the selenium cell, through its well  
known variations of electric resistance in light  
of different intensity. By this method the light  
of the full moon has been lately determined to  
be a little more than one-fifth (21) of a standard  
candle-power, and about nine times the light  
of the half-moon. The gibbons also prove to  
be brighter before than after full moon. The  
selenium cell is not perfectly reliable as a test  
for light of varying color, but it has been found

sufficiently accurate and sensitive to indicate the  
central phase of a lunar eclipse within one  
minute of the computed time.

Steel bands or bolts, as a substitute for  
ordinary leather belts or rope drives, have been  
introduced by a factory of Charlottenburg,  
Germany. Such bolts may be reduced to about  
one-sixth of the size required for leather belts,  
they do not stretch, pulleys may be made  
narrower, and in some cases shafts may be  
smaller. Either ordinary pulleys or pulleys  
with a special covering to increase friction may  
be used. A belt 4 inches wide and 1/5 inch  
thick transmitted 200 to 250 horse-power at a  
belt-speed of 5,400 feet per minute; and tests  
have shown that steel belts may run 12,000 feet  
per minute.

## SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly  
share report dated Hongkong, 16th May 1908.—  
Our market has been very quiet during the  
week under review, and only a small business  
has been transacted at rates which show but few  
changes. The sterling demand rate of exchange  
on London closes at 1s. 9d., while rates on  
Shanghai are 1s. 7d. for a T.T. and 1s. 7d. for  
a three days' sight Private Bill, the rates in  
Shanghai on this for a three days' sight Private  
Draft being 1s. 7d. 1/2. Bar silver in London is  
quoted 24-3/16d., and Consols 2-3/4d.

The Bank of England rate of discount remains at 3 per  
cent, but the private market rate of discount has  
gone back to 2 1/2 per cent.

BANK SHARES.—A fair demand continued in  
the early part of the week for Hongkong and  
Shanghai, and several lots changed hands at  
£697 1/2 and £700, at which latter figure the  
market closes steady; London quotes 274 1/2. 10s.  
Nationals are unchanged.

MARINE INSURANCE SHARES.—A few  
Cantoners found buyers at £235, but more are on  
offer. Other stocks under this heading have not  
changed hands and quotations are unchanged.

FIRE INSURANCE SHARES.—A few Hong-  
kongers sold at £215 and £213 1/2, but there are  
buyers now at £215. Chinas are wanted at 392.  
SHIPPING SHARES.—Hongkong, Canton and  
Manila have been neglected with sailors at 38,  
although at 32 1/2 there are possible buyers.  
Ludo-Chinas remain quiet at 40 1/2; the London  
rates are unchanged, while in Shanghai the  
price has advanced to 1s. 4 1/2. Chinas and  
Manilas, Douglases, as well as Star Ferries, are  
unchanged. Shell transports sold in a small way  
at 1s. 4 1/2, London quotes 46s. 1/2. Union  
Waterboats have been done at 1s. 11 1/2 and 1s. 11 1/2,  
closing at 1s. 11 1/2. The 10th annual ordinary  
meeting of the Company, Limited, will be held on 27th instant,  
transfer books closing from 20th to 27th instant,  
both days inclusive.

RUFINERIES.—China Sugars are on offer  
at 18 1/2. Luzons have inquiries at 18 1/2, but no  
shares seem to be forthcoming.

MINING SHARES.—Charbonnages are un-  
changed. Ruins are quiet at 38 1/2. Chinese  
Engineering and Mining Company shares can  
be placed at 1s. 13 1/2.

DOCKS, WHARVES, GODOWNS, &c.—Nothing  
has transpired in Hongkong and Whampoa  
Docks. Godown, Richards and New Amoy Docks  
are unchanged. Shanghai Docks have advanced  
to 1s. 8 1/2, Hongkong and Kowloon Wharves  
fetched 55 1/2, Shanghai and Hongkong Wharves  
sold to the north at 1s. 2 1/2, and the latest  
quotation by wire is buyers at 1s. 2 1/2.

LANDS, HOTELS AND BUILDINGS.—Hong-  
kong Lands changed hands at 398 and 399,  
closing with buyers at 398. Humphreys sold  
at 10 and 10 1/2 in fair demand. Shanghai  
at 112. In other stocks under this heading  
there are no changes and no sales to report.

COTTON MARKS.—Shanghai quotes: Ewos  
Tis. 53 buyers, Internationals Tis. 60, Laoa  
Kang Mow Tis. 73, and Soeychoos Tis. 287.  
Hongkong Cottons have been done at 11 1/2.

SUNDRY MANUFACTURING COMPANIES.—  
Hongkong Electric found buyers at 15 1/2,  
and more shares can be placed. Dairy Farms  
have been sold at 15 1/2 and 15 1/2, Green  
Island Cements changed owners at 10 1/2 and  
10 1/2, and are on offer at the lower figure.  
Other stocks under this heading are unchanged  
and without transactions to report.

MISCELLANEOUS.—China Bankers' sold at  
10 1/2, and have sellers at 11. China Provident  
have sales and buyers at 89. Pak Tramways  
are firm at 8 1/2 for old and 8 1/2 for new shares;  
Langkats have advanced in the north to 1s. 4 1/2.  
A. S. Watson have been placed at 10.  
Wm. Powells are wanted at 55 1/2. Other stocks  
under this heading are unchanged. The trans-  
fer books of Watkin, Limited, will remain  
open till 23rd instant, when they close till  
3rd instant, both days inclusive.

## DAVID CORSAIR &amp; SON'S

MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING

ARNHOLD, KARBERG & CO.  
Sole Agents.

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DIRECTOR AND CHRONICLE

FOR 1908

IS  
NOW ON SALE.

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DAILY PRESS" Office or from Booksellers  
throughout the Far East.

Hongkong, 15th February, 1908.

## Apollinaris

"THE QUEEN OF TABLE WATERS."

HAS BEEN AWARDED

The Royal Prussian

State Medal, 1902

AND THE

Gold Exhibition-Medal,

Düsseldorf, 1902

GRAND PRIX, St. Louis, 1904

Annual Sale 30,000,000 Bottles

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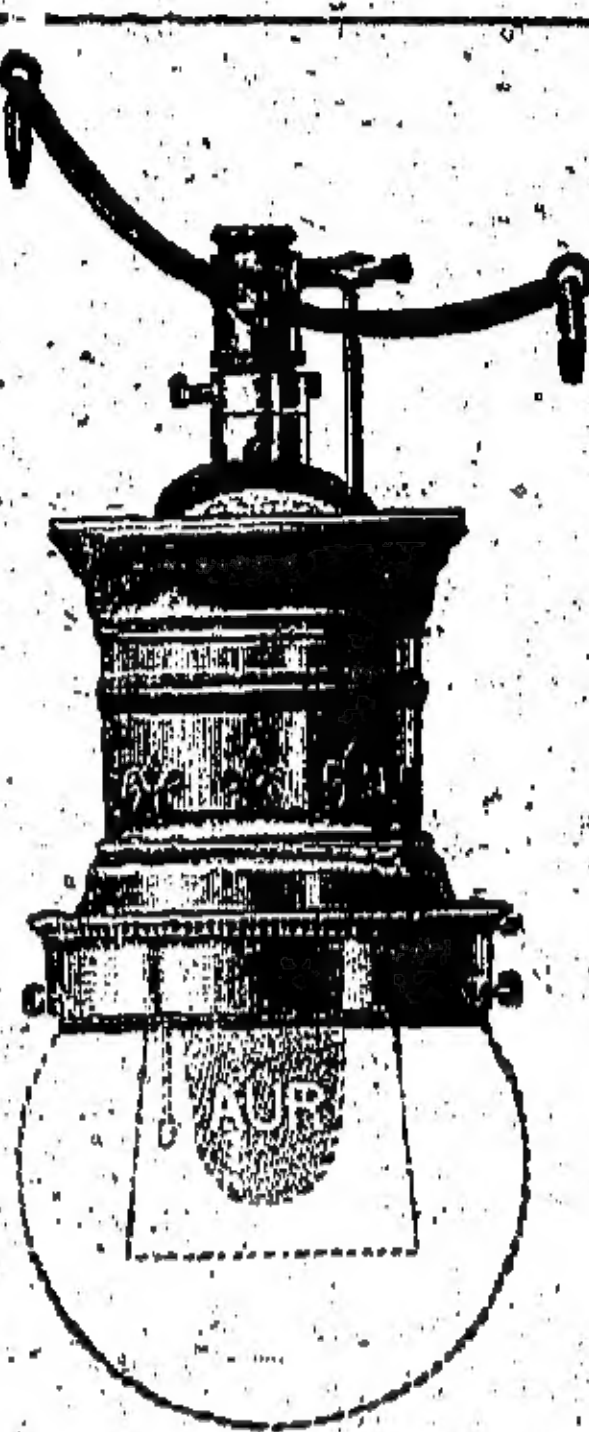
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QUESTION FOR EVERY  
HOUSEHOLD IS LIGHT

REMEMBER, THERE IS

NO LIGHT SO GOOD OR SO

CHEAP AS THE BRITISH-

MADE



## Welsbach

The Welsbach-guaranteed-Gas Burners, with Mantles of Welsbach  
Manufacture and Welsbach Artistic Fittings, make Welsbach not  
only the lightest but most beautiful of all lights.



The WELSBACH Key Burner No. 3 will  
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THE MANTLES to use with these Welsbach "C" or "CX."  
The light standard of these Welsbach mantles is  
lightest, and the fabric is strongest—There are no Mantles  
so good as Welsbach.

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of the Welsbach Incandescent Gas Light Co., Ltd., London

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The Universal Remedy for Afflictions of the  
Stomach, Headache, Indigestion,  
Sour Eructations, Bilious Affections.

Salut and most  
Effective Aperient  
for  
Regular Use.

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Cure for Gout,  
Rheumatic Gout  
and Gravel.

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A Food of great nutritive value which  
can be made suitable for any degree of  
digestive power by the simple process of  
letting it stand for a longer or shorter  
period at one stage of its preparation.

When strength is returning after illness, a carefully regulated  
and increasing amount of exercise for the digestive functions is  
beneficial. Benger's Food is the only food which can be pre-  
pared so as to give the stomach this regulated amount of work.

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IN THE WORLD.







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LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN ..... Capt. C. T. Denny, R.N.R.	About 20th May	Freight and Passage.
MOJI, KOBE and YOKO- HAMA	PALERMO ..... Capt. J. B. Ferguson	About 22nd May	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR ..... Capt. H. W. Kenrick, R.N.R.	About 22nd May	Freight and Passage.
SHANGHAI	ARCADIA ..... Capt. A. L. Valentini	About 23th May	Freight and Passage.
LONDON via USUAL PORTS of CALL	DELTA ..... Capt. B. W. Snow	Noon, 30th May	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 18th May, 1908.

# CHINA NAVIGATION CO., LIMITED.

FOR	STRAMERS	TO SAIL
SHANGHAI	"SHAOSHING" .....	On 18th May, 4 P.M.
CEBU and LLOILO	"SUNGKIANG" .....	On 19th May, 4 P.M.
MANILA	"TEAN" .....	On 19th May, 4 P.M.
MANILA, ZAMBOANGA, TUESDAY ISLAND, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, PERTH and FREMANTLE	"TAIYUAN" .....	On 23th May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-  
modation with Electric Light throughout and Electric Fans in the Staterooms and Dining  
Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-  
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through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo  
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REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND

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AGENTS.For Freight or Passage, apply to—  
Hongkong, 18th May, 1908.

# HAMBURG-AMERIKA LINIE, HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

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Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports, and all North and South American Ports,  
Also via Adm. or Port. Salt, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA .....	19th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND .....	25th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA .....	8th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA .....	16th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA .....	26th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA .....	8th July

#### HOMEWARD.

FOR ANTWERP & HAMBURG: S.S. LYDIA .....	18th May
FOR HAVRE & HAMBURG: S.S. SENEGAMBIA .....	22nd May
FOR MARSSEILLES, ANTWERP, BREMEN & HAMBURG: S.S. SITHONIA .....	1st June
FOR HAVRE & HAMBURG: S.S. SCANDIA .....	15th June
FOR MARSSEILLES, ROTTERDAM & HAMBURG: S.S. BRIGLIA .....	28th June
FOR HAVRE & HAMBURG: S.S. DORTMUND .....	12th July

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 18th May, 1908.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	TO SAIL
SHANGHAI	"KWONGSANG" .....	Monday, 18th May, Noon.
SHANGHAI	"WAISHING" .....	Tuesday, 19th May, Noon.
SHANGHAI	"CHOYSANG" .....	Wednesday, 20th May, Noon.
SHANGHAI	"LOONGSANG" .....	Friday, 22nd May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG" .....	Wednesday, 27th May, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"YUENSANG" .....	Friday, 29th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUISANG" .....	Saturday, 30th May, 3 P.M.

### RETURN TOURS TO JAPAN.

The steamers "KUISANG" and "FOOKSANG" leave about every 3 weeks for  
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing  
stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout  
with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin  
and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
Hongkong, 18th May, 1908.

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TO SAIL
KUDAT & SANDAKAN .....	"BORNEO" .....	Middle of May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ BISEL FRIEDRICH" .....	Wed. day, 20th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" .....	About Wed. day 20th May.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" .....	Thursday, 21st May, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MEYER & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th May, 1908.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 DAYS Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
13 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	LEAVES HONGKONG	ARRIVES VANCOUVER
"EMPERESS OF CHINA" 6,000		THURSDAY, 20th May	18th June
"EMPERESS OF INDIA" 6,000		THURSDAY, 4th June	22nd June
"EMPERESS OF JAPAN" 6,000		THURSDAY, 18th June	4th July
"EMPERESS OF KOREA" 6,000		THURSDAY, 2nd July	17th July
"EMPERESS OF MONTAGUE" 6,163		SATURDAY, 11th July	4th Aug.

\* S.S. "LENNOX" and "EMPERESS" are Freighters only and do not carry Passengers.  
S.S. "EMPERESS" will depart from HONGKONG at 4 P.M.

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THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA  
and 23 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York 27:10  
Intermediates on Steamers ..... 240, ..... 242.  
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First Class rates include cost of Meals and Berth in Sleeping Car while crossing the  
American Continent.R.M.S. "EMPERESS" carry Intermediate passengers only, at Intermediate rates,  
allowing superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
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# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
FOOCHOW via SWATOW	"BOSU MARU" .....	TUESDAY, 19th May, at 10 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers  
and are fitted throughout with electric light. First-class Cabins Ample, Uninterrupted Table  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office  
Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th May, 1908.

T. ARIMA, Manager.

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## ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, Le Havre, Marseilles, Genoa, Naples, Colombo,  
Singapore, Hongkong, Chinawater, (Peking Tientsin), Kobe, Yokohama,  
Genoa to Hongkong in 30 DAYS.  
NAPLES to Hongkong in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed,  
Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland

Passengers to Overland and Europe } via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

### PROPOSED SAILINGS

AMIRAL MAGON .....	4th June	MAITRE .....	12th Oct.
AMIRAL EXELMANS .....	25th July	CEYLAN .....	28th Nov.
OVERSANT .....	27th Aug.	COBRE .....	11th Jan. 09

\* No Passengers. \* Intermediate Class and Rates of Passage.  
= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly  
equipped with single berth cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 9th May, 1908.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light, Perfect  
Cuisine. SURGEON and STEWARDSS carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
BUBI .....	2540	R. W. Almond	Manila	On 23rd May, Noon.
ZAFIRO .....	2540	R. Rodger	Manila	On 30th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 18th May, 1908.

# HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND  
SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. LOWTHER CASTLE .....
| On or about 25th May. |

For freight and further information apply to

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GENERAL AGENTS

Hongkong, 18th May, 1908.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SINGAPORE	First half of May	SHANGHAI	First half of May
TJIKINI	JAVA	First half of May	JAPAN	First half of May
TJIMAH	AMOY	First half of May	JAVA	First half of May
TJILATJAP	JAVA	Second half of May	SHANGHAI	Second half of May
TJIPANAS	AMOY	Second half of May	JAVA	Second half of May
TJILIWONG	JAPAN	Second half of May	JAVA	Second half of May
TJIBODAS	JAVA	First half of June	JAPAN	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 8th May, 1908.

Telephone No. 375.

18

# THOS. COOK & SON, ESTABLISHED 1841.

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FOREIGN MONIES EXCHANGED.

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18, DES VOGES ROAD,  
HONGKONG.

Japan Office:—

14, WATER STREET  
YOKOHAMA.

## SHIPPING IN PORT.

STEAMERS.	FROM	EXPECTED ON OR ABOUT
AMIRAL DE BROUQUET, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.		
ANNA, Norwegian str., 1,017, A. Ahlman, 15th May—Pulo 17th May, General— Agard, Thoresen & Co.		
ANTICLOVE, British str., 5,798, G. D. Kay, 14th May—Tacoma 15th April, General— Butterfield & Swire.		
CLAY MACMILLAN, British str., 2,804, A. W. Simpson, 14th May—Java 27th April, and Manila 11th May, General—Shewan, Tomes & Co.		
DAGBY, Norwegian str., 883, O. Abrahamson, 14th May—Daly 7th May, General— Wallen & Co.		
DEN OF ABILE, British str., 2,271, Camming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.		
DUNBAR, British str., 1,900, A. B. Lee, 25th April—Moji 23rd April, Coal—Shewan, Tomes & Co.		
EMPERESS OF CHINA, British str., 3,048, R. Archibald, R.N.R., 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—G.P. & Co.		
EMPERESS OF JAPAN, British str., 3,048, R. Archibald, R.N.R., 12th May —Neville str. 12th May, and Chafsoo 2nd May, Final Banns and General—Agard, Thoresen & Co.		
GREGORY APOKE, British str., 2,961, S. H. Bacon, 12th May—Nagasaki 8th May, General—David Sassoon & Co., Ltd.		
HATCHEON, French str., 500, Pomfret, 22nd April—Haiphong 18th April, Ballast— Wilks & Jacks.		
HELEN RICKARDS, German str., 3,861, Joh. Fandera, 12th May—Moji 6th May, Coal— Arnhold, Karberg & Co.		
KWANGTSE, Chinese str., 1,487, R. Lincoln, 15th May—Shanghai 12th May, General— Chinsee.		
KWANGTSE, Chinese str., 1,556, Wm. H. Lamb, 13th May—Shanghai 8th May, General— Chinsee.		
KWANGTSE, British str., 1,541, W. Palmer, 14th May—Shanghai and Swatow Baker, 15th May—General—Jardine, Matheson & Co.		
LAUREN, British str., 1,340, Frampton, 30th April—Salgoe 26th April, Rice and Dry Fish—Chinsee.		
MONGOLIA, American str., 8,750, H. E. Morton, 12th May—San Francisco 14th April, and Shanghai 9th May, Mails and General— Pacific Mail Steamship Co.		
NERITE, Dutch str., 1,480, Wester, 13th May— from Hongkong, 13th May, and Kowloon & Co. Oriental, British str., 3,208, Maddrell, 15th May, Moresan 4th May, Coal—Hughes & Wagh. PAKHOT, British str., 1,239, French, 7th May— Wahu, 4th May, General—Butterfield & Swire.		
REIDAR, Norw. str., 2,279, C. Stangebye, 14th May—Moji 13th May, General—Agard, Thoresen & Co.		
SHANGHAI, British str., 1,207, W. McIntosh, 13th May—Shanghai 10th May, General— Butterfield & Swire.		
SHINCHIKU, M.V., Japanese str., 3,100, H. Yamamoto, Nagasaki 10th May, Coal— Osaka Shosen Kaisha.		
SHIRAHU MARU, Japanese str., 2,440, Nacatan, 13th May—Moji 7th May, Coal—Fukuei & Co.		
SPRINGBURY, British str., 3,172, J. J. Cros- thwaite, 9th May—Bayonne 6th May, Case Oil—Standard Oil Co.		
TAIWAN, British str., 1,041, J. A. Martin, 14th May—Salgoe 10th May, Rice and General— Chinsee.		
TAIYUAN, British str., 1,459, L. Dawson, 12th May—Australia, 15th April, General— Butterfield & Swire.		
TEAN, British str., 1,344, A. W. Outerbridge, 15th May—Manila 12th May, General— Butterfield & Swire.		
TAINTAU, German str., 1,002, O. Koob, 12th May—Bangkok 6th May, Rice and Salt— Butterfield & Swire.		
VICTORIA, Swedish str., 989, J. A. Hellberg, 23rd April—Karatsu 7th April, Coal— Wallen & Co.		
WAISHING, British str., 1,170, W. P. Richard, 9th May—Chinkiang 5th May, General— Jardine Matheson & Co.		
ZILLAT, British str., 3,426, Perth, 26th April— Xmas Island 17th April, Phosphates— Mitsui Bussan Kaisha.		

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